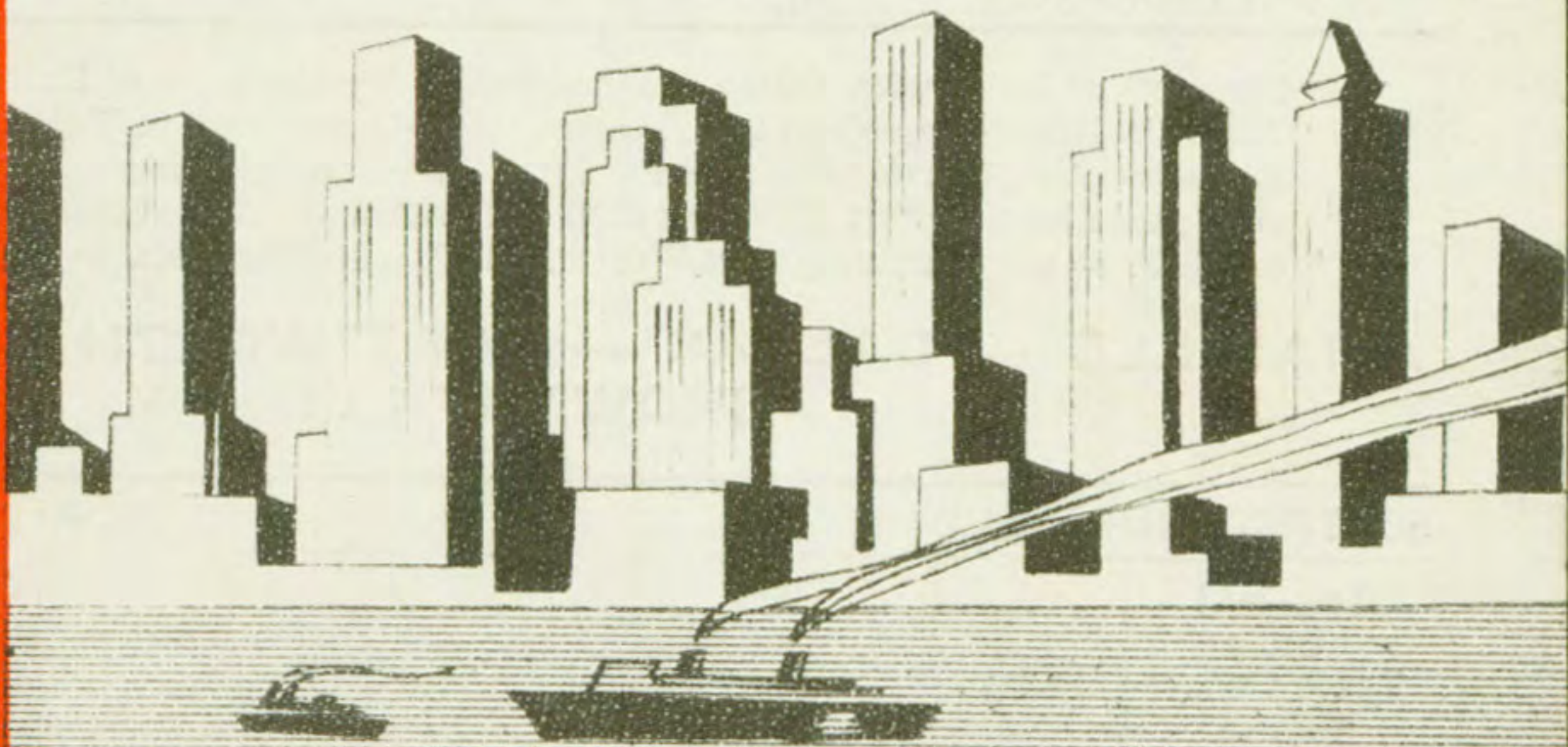
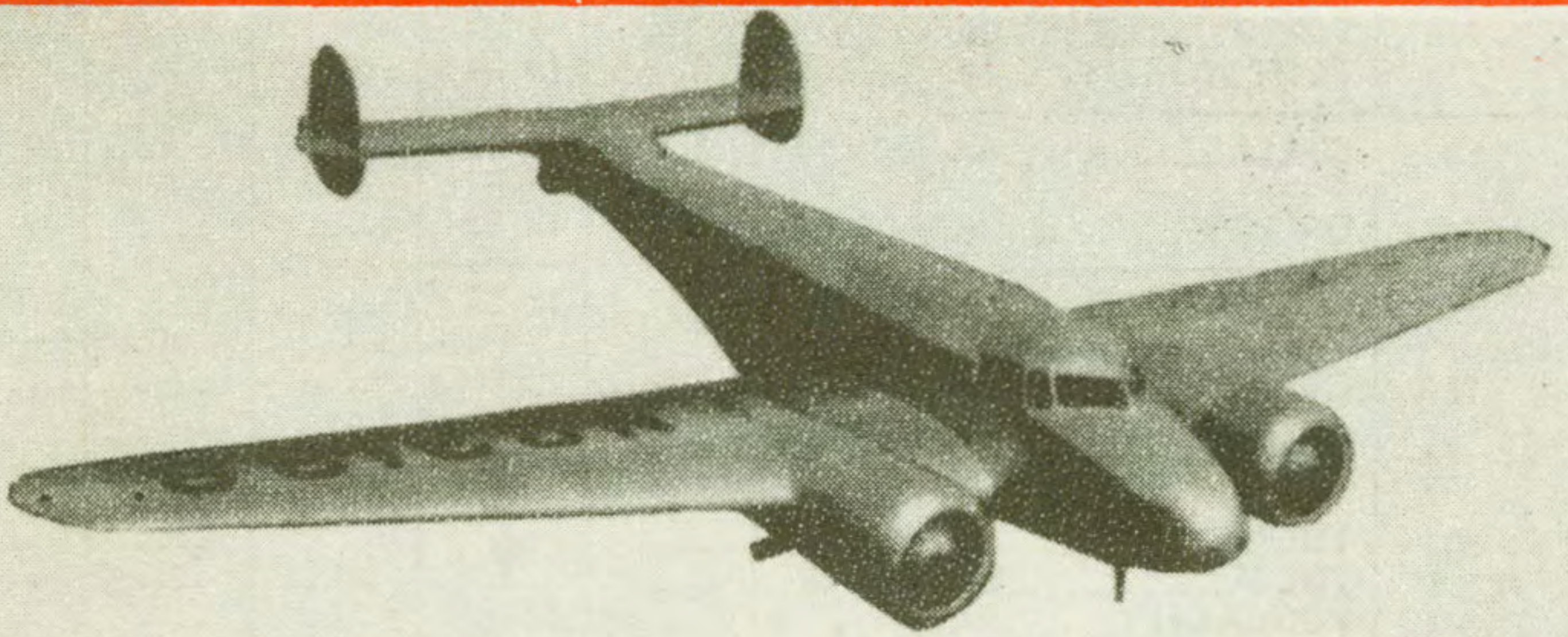


EFFECTIVE AUGUST 1, 1935

BRANIFF

THE *B* LINE
Airways

PASSENGERS • MAIL • EXPRESS



GREAT LAKES TO . . .

THE GULF



BRANIFF History



ORIGINAL AIRLINER FLOWN IN 1928

Braniff Airways was inaugurated in June of 1928, offering the public the first scheduled passenger airline service in the Southwest—and has served the Southwest since that date, expanding to cover a territory from "The Great Lakes To The Gulf" through six states.

From November, 1930, to March, 1933, Braniff Airways had flown approximately two and one-quarter million miles between Oklahoma City, Tulsa, Kansas City, St. Louis and Chicago. They were then flying 5,000 miles per day. They now fly 9,000 miles on day and night schedules. Braniff Airways has always insisted on a high-speed policy and pioneered to this end. In August, 1932, the general office was transferred from Kansas City to Oklahoma City. In November, 1934, Braniff Airways established their overhaul and maintenance base at Dallas, Texas, where they maintain a model shop.

Since May, 1934, when Braniff Airways secured the mail contract between Dallas and Chicago, a through night schedule has been operated. More than a million miles of night flying has been successfully negotiated. All pilots on the Braniff system are thoroughly conversant with the terrain, weather conditions and aids to navigation over every mile of the airways served. The same management and ownership is, to a large extent, in charge of Braniff Airways as was in the original line which started operating in 1928. You are entrusting your safety to an organization with more than seven years of operating experience with more than eight million miles of night and day flying experience over the identical territory now being served.

TODAY'S AIRLINER 1935



LOCKHEED Records

TEN QUESTIONS WITH ONE ANSWER

1. In what plane did Captain Wilkins, in 1928, make the first flight ever made over the top of the world, flying 2200 miles nonstop across the Arctic Sea from Point Barrow, Alaska, to Spitzbergen? **Answer: LOCKHEED!**
2. In what plane did Sir Geo. Hubert Wilkins, in 1928, make the first flight ever made over the continent of Antarctica? **Answer: LOCKHEED!**
3. In what plane did Colonel and Mrs. Charles A. Lindbergh, in 1930, establish a new West-to-East trans-continental speed record, flying from Glendale, California, to Roosevelt Field, N. Y., in 14 hrs., 45 min., 32 secs., including one stop? **Answer: LOCKHEED!**
4. In what plane did Colonel and Mrs. Charles A. Lindbergh, in 1931, make the famous flight from Washington, D. C., to Tokio, Japan, via the Bering Sea? **Answer: LOCKHEED!**
5. In what plane did Wiley Post and Harold Gatty, in 1931, establish a round-the-world speed record, circling the globe in 8 days, 15 hrs., 51 minutes? **Answer: LOCKHEED!**
6. In what plane did Amelia Earhart, in 1932, fly alone from Harbor Grace, Newfoundland, to Londonderry, Ireland, in 15 hours, 18 minutes. **Answer: LOCKHEED!**
7. In what plane did Colonel and Mrs. Charles A. Lindbergh, in 1933, make the 29,000 mile journey over land and sea from New York to Labrador, Greenland, Iceland, Europe, the Azores, Africa, Brazil, and return to New York? **Answer: LOCKHEED!**
8. In what plane did Wiley Post, in 1933, make a record flight around the globe, without a companion, flying 15,596 miles in 7 days, 18 hours, 49½ minutes? **Answer: LOCKHEED!**
9. In what plane did Sir Charles Kingsford-Smith, in 1934, fly from Brisbane, Australia, to Oakland, California? **Answer: LOCKHEED!**
10. In what plane, in 1935, did Amelia Earhart fly from Honolulu, Hawaii, to Oakland municipal airport in the first eastern crossing of the Pacific by a woman? **Answer: LOCKHEED!**

What an accomplishment for a man-made machine, which took these great adventurers safely through exploits that aroused the admiration and brought the acclaim of the whole world! Braniff Airways has continued to standardize their system with the renowned Wasp-powered LOCKHEED equipment. They have installed a fleet of the NEW LOCKHEED "ELECTRA" 10-passenger de luxe planes.

280 TIMES AROUND THE



WORLD IN SAFETY

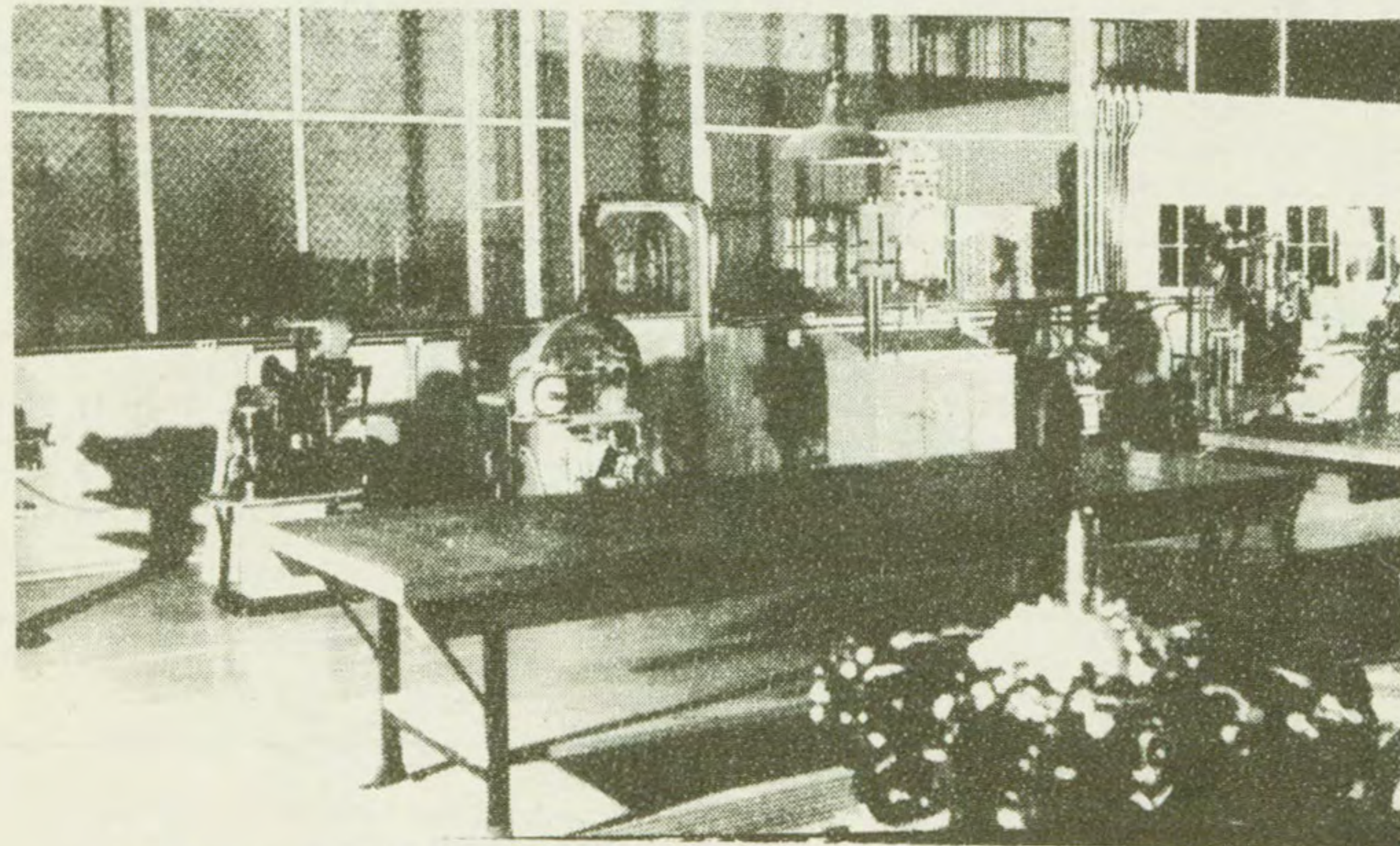
OPERATING Facts

Braniff Airliners are never permitted to fly more than ten hours without complete inspection by U. S. Government licensed mechanical personnel.

Every thirty hours the airliner comes into our shops at Dallas for complete grooming and inspection during which certain parts of the ship and motor are torn down and examined. The wheels are removed and more than 200 inspections to various parts of the plane and engine are made. Every 100 hours an inspection is made of practically every part of the ship and motor.

Experience has shown us that it is cheaper to overhaul motors thoroughly and thoroughly examine propellers long before they reach their fatigue limit—so, after 300 to 350 hours of operation each motor is taken out of the ship and replaced with newly overhauled ones. The motor is torn down to the most minute nut and bolt, boiled in chemical solution and thoroughly cleaned.

Every member part of the motor is put under a microscope and inspected for cracks or other defects, and parts subject to wear are put under a micrometer and calibrated for wear.



After assembly the motor is put into a test stand where it is run for ten hours under varying load conditions. It is checked in every conceivable way as to fuel and oil consumption, horse power, output, temperature and other items.

The magnetos and carburetors are completely torn down, worn parts are replaced and they are put on a test stand and run for several hours under varying load conditions.

Each of the two motors on a Braniff Airliner is equipped with two separate and distinct ignition systems. One magneto has a complete system of wiring to the front spark plugs and another magneto has a separate system of wiring to the rear spark plugs, and the motor will operate on either set of ignition.

Propellers are put into an acid bath which shows up the most minute cracks or defects. They are examined under a microscope, buffed, polished and balanced on knife blades for exact weight balance.

At Dallas Texas, Braniff Airways maintains one of the most complete and meticulous overhaul shops in existence. Approximately 100 men are employed; instruments calibrated to master instruments, radios serviced and changed each thirty hours, motors overhauled, ships rebuilt and there everything conducted toward keeping Braniff Airliners in perfect condition. Inspection personnel and minor servicing operations are maintained at Brownsville, Kansas City and Chicago so a Braniff Airliner is never flown more than a few hours before complete inspection.

SPEED for Sale

The fastest, most luxurious and modern airliners ever seen on the routes now served by Braniff Airways are in operation. From Dallas to Chicago requires only five hours; from Brownsville to Chicago, only 11 hours; from New York to Mexico City thru the connections enjoyed by Braniff Airways, requires only 19 hours.

Just compare this with the time lost by other means of transportation. You can figure hours against days in the use of air travel and the fares are little more than railroad fare plus pullman. The time saved will pay you many times over for the small difference in price.

NEW YORK TO MEXICO IN 19 HOURS

One can leave New York in the afternoon, connecting with Braniff Airways at Chicago, arriving in Brownsville early the following morning and be in Mexico City by noon. This journey which previously took days and days can now be made in the utmost of comfort and safety via Braniff Airways and connections and there is surprisingly little difference in the price between railroad and pullman and airline fare.

FAST SERVICE—TEXAS TO CALIFORNIA

Thru Braniff Airways' connection with TWA at Amarillo, one can leave Dallas and Fort Worth or Wichita Falls in the afternoon, arriving in Los Angeles before midnight—or leave Los Angeles late at night, arriving in Texas cities early the following morning. No loss of business time. The fastest service from Texas points to California.

NEW YORK TO MEXICO CITY
Via BRANIFF and connecting lines **19 HRS.**

HOUSTON TO CHICAGO
Via BRANIFF **6½ HRS.**

CHICAGO TO SAN ANTONIO
Via BRANIFF **9 HRS.**

CHICAGO TO FT. WORTH AND DALLAS
Via BRANIFF **6 HRS.**

DALLAS TO LOS ANGELES
Via BRANIFF and connecting lines **7½ HRS.**

ONLY AN EVENINGS RIDE FROM TEXAS TO CALIFORNIA

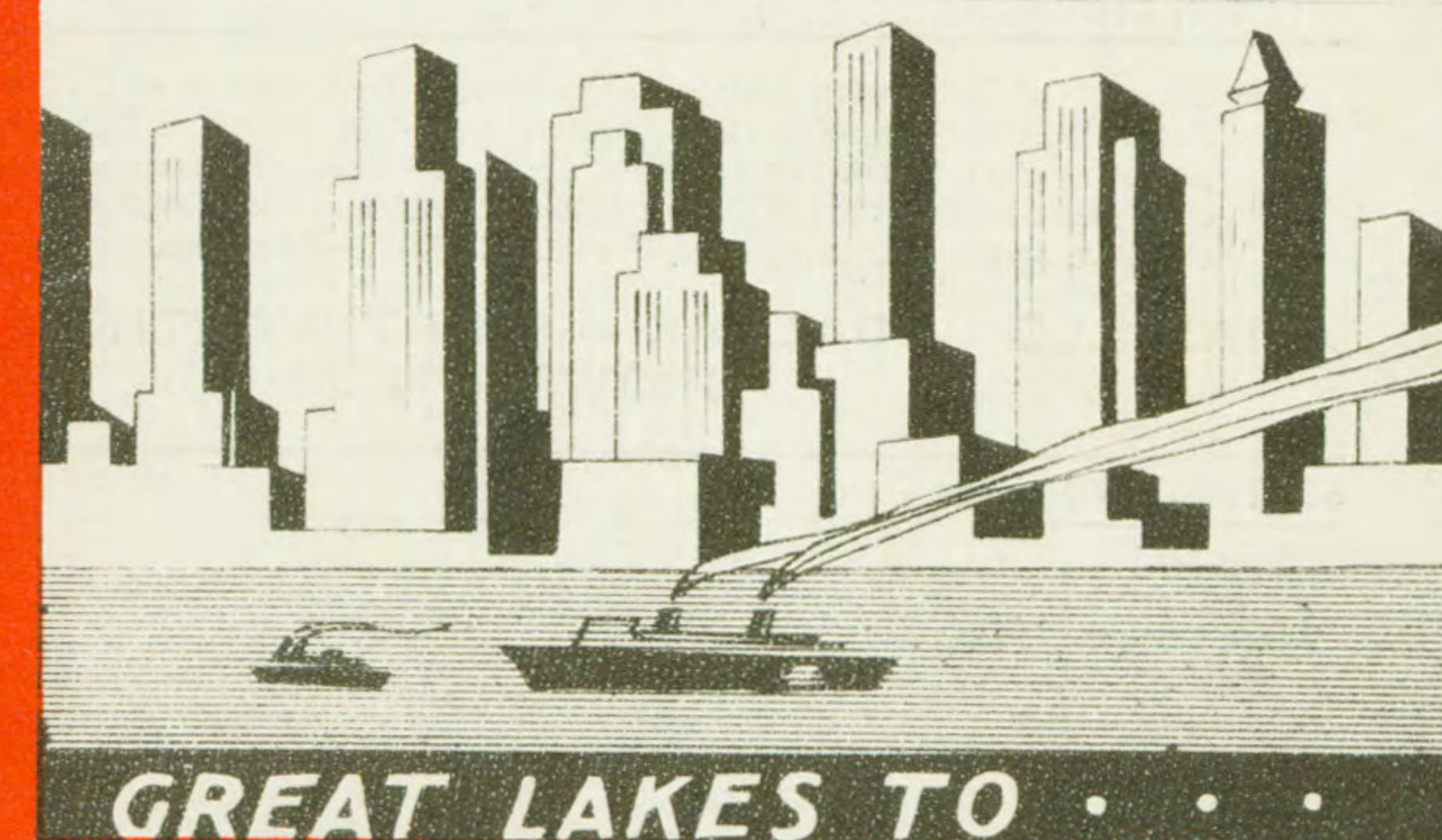
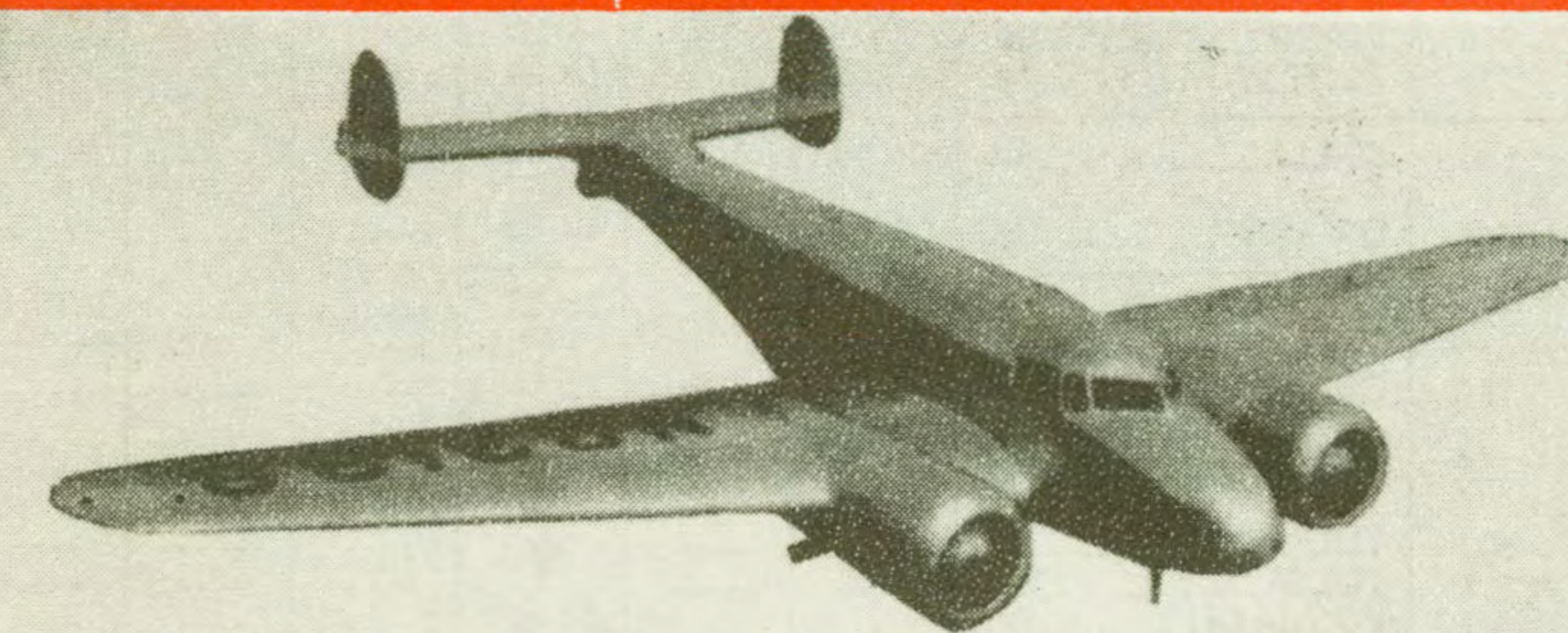
EFFECTIVE AUGUST 1, 1935

BRANIFF

THE B LINE

Airways

PASSENGERS • MAIL • EXPRESS



THE GULF



BROWNSVILLE — HOUSTON — SAN ANTONIO — FORT WORTH — DALLAS — OKLAHOMA CITY — TULSA KANSAS CITY — CHICAGO

Table with columns: Miles, Trip 10 Daily Chicago Limited Electra, Trip 8 Daily Vega, Trip 2 Daily Starlight Express Electra, Trip 4 Daily Vega, Trip 4 Daily Electra, Trip 12 Daily Electra. Lists flight routes and times for various cities.

a—Connects at Tulsa with Oklahoma Airlines. b—Connects at Dallas with Trip 6 for Amarillo, Albuquerque and Los Angeles. c—Goes direct to Tulsa; no service direct Dallas or Fort Worth to Oklahoma City.

AMARILLO — DALLAS — FORT WORTH — HOUSTON BROWNSVILLE

Table with columns: SOUTHBOUND—Read Down, NORTHBOUND—Read Up. Lists flight routes and times between Amarillo, Dallas, Fort Worth, and Houston.

CHICAGO — KANSAS CITY

Table with columns: SOUTHBOUND—Read Down, NORTHBOUND—Read Up. Lists flight routes and times between Chicago and Kansas City.

CHICAGO — KANSAS CITY — TULSA — OKLAHOMA CITY — DALLAS — FORT WORTH — SAN ANTONIO HOUSTON — BROWNSVILLE

Table with columns: Miles, Trip 9 Daily Electra, Trip 3-13 Daily Chicago Limited Electra, Trip 1 Daily Starlight Express Electra, Trip 11 Daily Electra, Trip 7 Daily Vega, Trip 7-3 Daily Vega. Lists flight routes and times for various cities.

(A) Connects at Tulsa with Oklahoma Airlines for Oklahoma City; no service Oklahoma City to points south. LIGHT FACE TYPE—AM BOLD FACE TYPE—PM

TICKET OFFICES

- AMARILLO, TEXAS English Airport Phone 2-1211
AUSTIN, TEXAS Braniff Airways, Stephen F. Austin Hotel Phone 2-4620
BROWNSVILLE, TEX. Braniff Airways, El Jardin Bldg. Phone 1200
BURLINGTON, IOWA Municipal Airport Phone 1240
CHICAGO, ILL. Braniff Airways, 12 South LaSalle Street, Phone STAtE 3254

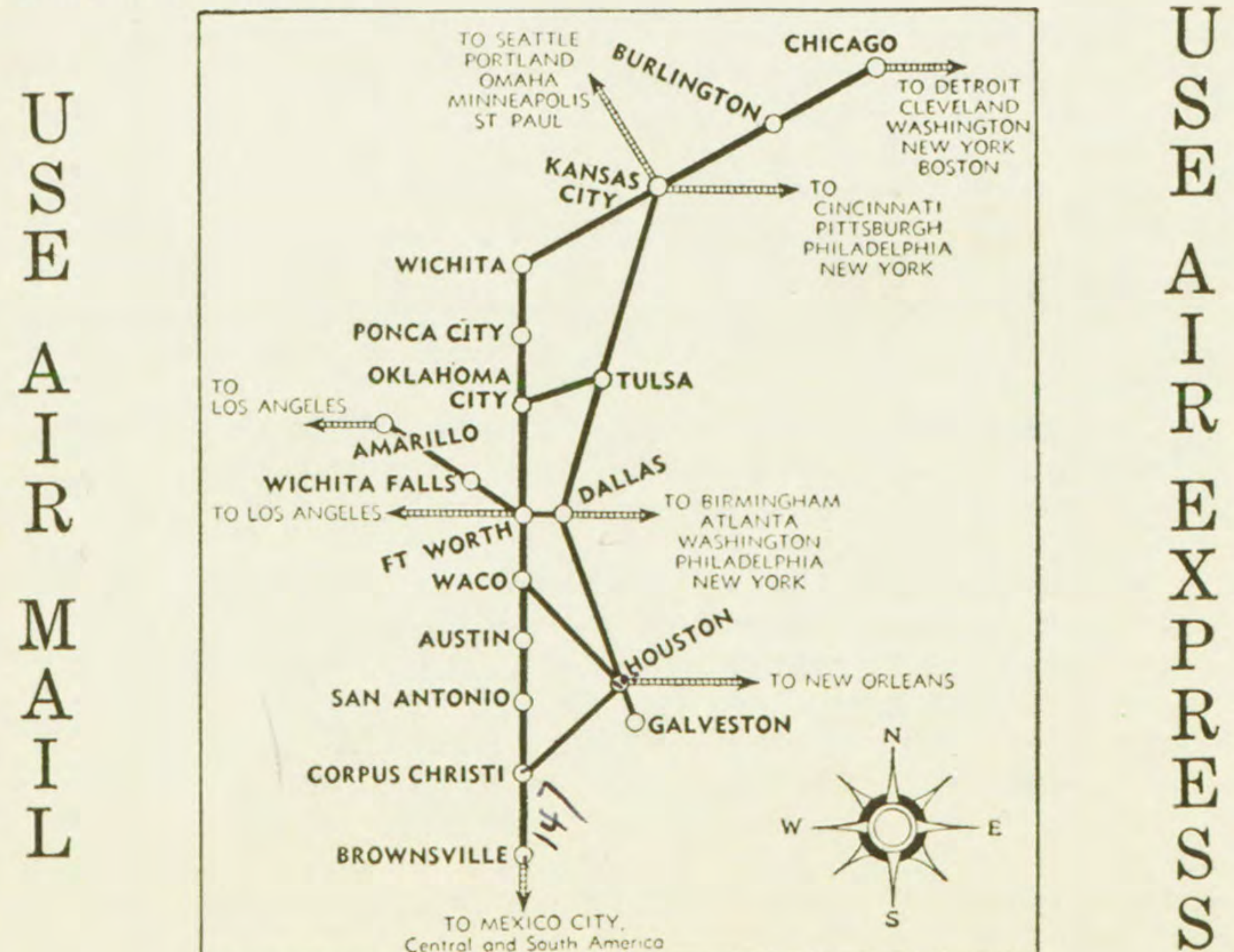
Reservations and Tickets may be obtained at any POSTAL TELEGRAPH or WESTERN UNION office or at the transportation desks of leading HOTELS and TRAVEL BUREAUS.

CONDENSED SCHEDULES WITH INTERLINE CONNECTIONS

Table with columns: SOUTHBOUND—Read Down, NORTHBOUND—Read Up. Lists flight routes and times between various cities including Chicago, Dallas, Houston, and Tulsa.

Table with columns: Trip 5, EASTBOUND—Read Down, WESTBOUND—Read Up, Trip 6. Lists flight routes and times between Tulsa and other cities.

- AA—American Airlines, CEN—Central Airlines, DEL—Delta Airlines, HAN—Hanford Airlines, NWA—Northwest Airlines, PAN—Pan-American Airways, PAL—Pennsylvania Airlines, TWA—Transcontinental & Western Air, UAL—United Airlines



BRANIFF AIRWAYS

“GREAT LAKES to the GULF”
General Office: Braniff Building, Oklahoma City, Okla.

Table with columns: LIGHT FACE ONE WAY, FARES, DARK FACE ROUND TRIP. Lists fares for various destinations including Amarillo, Austin, Brownsville, Burlington, Chicago, Corpus Christi, Dallas, Ft. Worth, Galveston, Houston, Kansas City, Oklahoma City, Ponca City, San Antonio, Tulsa, Waco, Wichita Falls.

GENERAL INFORMATION
BAGGAGE—35 pounds carried free on each ticket; (baggage includes not only suitcases but briefcases and packages). In most cases, at the discretion of the dispatcher, excess baggage up to 50 pounds may be carried at the charge of 1/2 of 1% of fare per pound of excess, but no charge to be less than 5c per pound with minimum total charge of 25c.
SMOKING—Passengers are permitted to smoke cigarettes in flight, except immediately before landing and after take-offs.